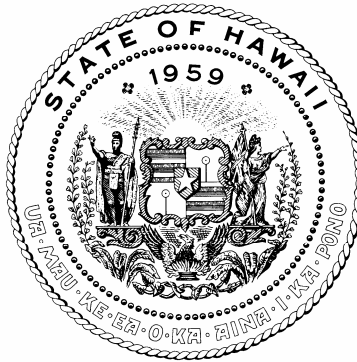


REPORT TO THE TWENTY-FOURTH LEGISLATURE
REGULAR SESSION OF 2007
ACTIVITIES OF THE HAWAII STATEWIDE TRAILS AND ACCESS
PROGRAM

“Na Ala Hele”



Prepared by:

THE STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF FORESTRY AND WILDLIFE
Na Ala Hele Trail and Access Program

In response to Section 198D-9(7), Hawaii Revised Statutes

Honolulu, Hawaii
November 2006

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PURPOSE

This report is prepared in compliance with Section 198D-7, Hawaii Revised Statutes (HRS), which requires the Department of Land and Natural Resources (DLNR) to submit an annual report on activities undertaken by the Hawaii Statewide Trails and Access Program (Na Ala Hele). This report covers activities and revenue in Fiscal Year (FY) 2005-2006 and other specific activities from December 2005 to November 2006.

INTRODUCTION

Na Ala Hele (NAH) was established through legislation in 1988. Section 198D-2, HRS, directs DLNR to plan, develop, acquire land or rights for public use of land, construct, and engage in coordination activities to implement a trail and access system. The Program is administered through DLNR's Division of Forestry and Wildlife (DOFAW). Specifically, this report is broken down as follows:

1. **Program Summary**
2. **Funding Sources**
3. **Recreational Trails and Access Roads**
4. **Ancient and Historic Trails**
5. **Commercial Trail and Access Road Tour Activity**

1. PROGRAM SUMMARY

Functional Value of Trails and Access Roads

Trails and unpaved access roads are critical resource management and recreational features that serve multiple functions:

- Assisting county search and rescue efforts
- Restoring native flora and fauna and watersheds
- Monitoring and removal of invasive plant and animal species
- Combating and controlling wildland fire as firebreaks and firefighter access ways
- Experiencing and protecting Hawaiian culture through ancient and historic trails
- Recreating by hunting, hiking, bicycling, equestrian riding, off-highway vehicle use
- Diversifying Hawaii's economy via commercial trail and access road tours

Positions & Funding

There are 10 permanent NAH staff positions: NAH Program Manager, Historic Trail Abstracter, four Trail and Access Specialists and four ancillary Trail and Access

Technicians. These positions are funded through a combination of General Funds and the State Fuel Tax (SFT) allocation. The portion of SFT transferred to staff salary (3.5 positions) was a result of several years of reoccurring General Fund restrictions. There are also three budgeted temporary General Laborers positions funded currently by a percentage of the Transient Accommodations Tax (TAT) via the Hawaii Tourism Authority (HTA) that DLNR is seeking to make permanent.

NAH Funding & Revenue Table (excludes General Funds for staff salary)	FY06
NAH % of State Fuel Tax Revenue (funds 3.5 positions)	\$ 224,713
Federal FY04 Recreational Trails Program Funds	\$ 665,323
Commercial Trail Tour Activity Revenue	\$ 114,404
TAT- HTA Allocation (funds 3 Gen. Lab. I positions)	\$ 100,000
Investment Earnings	\$ 17,673
Sub-Total	\$ 1,122,113
Less Central Services Fee	\$ 25,345
Total	\$ 1,096,768

Core NAH Program Activities

Activities associated with NAH Program administration and management are currently comprised of essentially four distinct, divergent and potentially conflicting subject areas of responsibility:

- **Recreational trails and access road management and maintenance**
- **Ancient and historic trails abstracting, planning and restoration**
- **Commercial trail tour activity management and monitoring**
- **Environmental risk assessment, management and improving public safety**

This divergent subject areas are particularly challenging to the NAH Hawaii Branch – due to the constant necessity to respond to development affecting ancient and historic trails, while also managing and developing recreational trail opportunities, such as managing the new off-highway vehicle riding area in the Upper Waiakea Forest Reserve.

Reconciling NAH's increased regulatory and management role with the recreational public's perception of a duty to increase multiple use recreational trail opportunities, such as off-road vehicles, is challenging due to land tenure, social conflicts and resource protection issues.

2. FUNDING SOURCES

SFT Allocation

0.3% of the SFT collected under Chapter 243, HRS, is deposited each fiscal year to the Special Land and Development Fund of DLNR for the purposes of management, maintenance, and development of NAH trails and trail accesses. The Legislature

established a limit of \$250,000 that may be allocated to DLNR from SFT revenue. In FY05, \$223,200 was allocated to NAH for expenditure in FY06. 7% (\$25,345 is returned to the Department of Budget and Finance for central service fees and administrative expenses. 3.5 NAH positions are funded by SFT.

Federal Recreational Trails Program (RTP) Allocation

The Transportation Equity Act for the 21st Century (TEA 21) authorizes RTP as a federal-aid highway program and is codified in 23 U.S.C. 206 (RTP replaced the National Recreational Trails Funding Program). DLNR, through NAH, is qualified by the Federal Highways Administration as eligible to receive Hawaii's allocation of RTP funds. Criteria for eligibility mandates that states have trail councils that include representation by the motorized recreational vehicle constituency, which NAH has complied with since its inception. RTP is a state-administered, federal-aid program, and provides funds to states for trails and trail-related projects that fulfill the goals of a state comprehensive outdoor recreation plan. In utilizing RTP funds, each state must comply with the Assured Access to Funds requirement: a minimum of 30% of the funding must be used for motorized trail use, 30% for non-motorized trail use, and 40% for diversified (multiple) trail use. The current RTP establishes an 80/20 matching requirement. Due to the limited availability of operating funds from SFT, providing the state's RTP match is challenging. DOFAW special and general funds constitutes 100% of the state's 20% matching requirement.

RTP represents the most significant trail-funding source. In 2005, NAH was allocated Hawaii's portion of the Federal FY04 RTP funds equating to \$ 665,323.

Transient Accommodation Tax (TAT) Allocation via the Hawaii Tourism Authority

Act 235, SLH 2005, increased TAT allocation to the Tourism Special Fund to 34.2% and repealed the TAT Trust Fund. Act 235, SLH 2005, amended Act 250, SLH 2002, in a significant manner for DLNR: In 2007 a provision goes into effect guaranteeing DLNR \$1,000,000 in TAT revenue (\$900,000 for DLNR's Division of State Parks and \$100,000 to NAH.)

This legislation is significant - it acknowledges the relationship between tourism and its impact on recreational features under DLNR jurisdiction.

There has been a gradual, but steady increase in interest by the visitor industry in ecotourism activities, as trails are an attractive venue for visitors. ***The market growth over the past several years illustrates the visiting consumer's increased interest in hiking.*** There are very compelling reasons to use TAT funds on improving the quality of maintenance on specific trails:

- Improved maintenance enhances both visitor and resident safety and facilitates ease of hiking.
- Vegetation trimming in a manner that favors distribution of native plant species along with trail surface repairs, such as the installation of boardwalks and/or applying gravel in poorly drained or habitually wet trail sections, or the installation of amenities such as benches and interpretive signage, improves aesthetic quality of the trail experience.
- Reducing the quantity of non-native plant species and amount of soil erosion

along a trail corridor is a natural resource management goal that has direct ecotourism market applications.

The \$100,000 allocated to NAH has been equally distributed between Kauai, Oahu, and Maui – locations with a high percentage of trails used by visitors, and used to fund 3 temporary General Laborer I positions to improve the condition of trails frequented by visitors. DLNR is seeking to convert these 3 positions to permanent in FY07.

3. RECREATIONAL TRAILS AND ACCESS ROADS

Recreational trail and access road development and management activities includes:

- 1) Physically maintaining the condition of appropriate trails and access roads under DOFAW jurisdiction to specific management standards and specifications
- 2) Responding to the ancillary natural and cultural resource management issues associated with trail and access road corridors,
- 3) Manage multiple public and commercial recreational activities.
- 4) Assist in the resolution of specific public access disputes and initiate planning and development for trails or access routes to trails that may be suitable for inclusion into NAH, comment on development that may affect trails and accesses, or provide NAH technical or developmental support to other organizations or agencies.

Physical Management

The following activity is necessary for trail/access road and ancillary resource management and to insure public safety. This activity is in response to erosion and trail deterioration associated with public use, combined with precipitation and the need for the constant removal and trimming of vegetation along affected trail and road corridors. The management specifications are in the Trail Design Guidelines of the 1991 NAH Program Plan. Physical management consists of the following activities:

- **Grading:** Trail or access road surface improvements
- **Brushing:** Cutting back brush along trail and road corridors to specific dimensions
- **Tree removal:** Removing blow downs or other tree related impediments
- **Water diversion:** Installing or repairing soil retention steps swales, water bars, culverts, etc. to drain precipitation and retain soil along trail and road corridors
- **Hardscaping:** Installing gravel, geotextiles, rocks, rock boxes, or other types of materials along trail and access road corridors subject to high use or precipitation
- **Boardwalk installation or repair:** Boardwalks may be installed in excessively boggy and sensitive environments subject to high use
- **Sign installation or maintenance:** Directional or interpretive signage
- **Re-construction or re-route:** Extensive trail or access road rebuilding or re-routing
- **Herbicide application:** Herbicide application is used to specifically target noxious, non-native plant species that spread rapidly along trail and access road corridors

- **Equipment purchase, repair, or rental:** Vehicles, helicopter rental, chain saws, brush-cutters, herbicide, fuel, and other ancillary equipment and related equipment maintenance
- **Informational and warning sign assessment, installation and monitoring**

Kauai Trails and Access Roads / Management Activity	RTP CATEGORY FMIS Code	Distance
Kuamoo Trail: Grading, brushing, tree removal, water diversion, sign installation, herbicide application	Diversified Y054	2.0 mi.
Nualolo Cliff Trail: Brushing, tree removal, water diversion, sign installation and maintenance, re-construction, helicopter support, herbicide application, trail shelter repair.	Non-motorized Y053	2.1mi.
Awaawapuhi Trail: Brushing, tree removal, water diversion, sign installation, helicopter support, herbicide application, trailhead parking area improvements, plant identification sign replacement.	Non-motorized Y053	3.1mi.
Nualolo Trail: Brushing, tree removal, water diversion, sign installation, helicopter support, herbicide application, trailhead parking improvements.	Diversified Y054	3.8 mi.
Pihea Trail: Brushing, tree removal, water diversion, boardwalk repair, sign installation, helicopter support, trail shelter maintenance, bridge maintenance, and composting toilet maintenance.	Non-motorized Y053	3.8 mi.
Alakai Swamp Trail: Brushing, tree removal, water diversion, boardwalk repair, sign maintenance, helicopter support.	Non-motorized Y053	3.5 mi.
Kawaikoi Stream Trail: Brushing, tree removal, water diversion, boardwalk repair, herbicide application, trail shelter repair.	Non-motorized Y053	1.8 mi.
Koaie Canyon Trail: Brushing, tree removal, water diversion, helicopter support, herbicide application, trail shelter repairs, composting toilet maintenance	Non-motorized Y053	3.0 mi.
Iliau Nature Loop: Brushing, tree removal, water diversion, sign installation, trail shelter repair, herbicide application.	Non-motorized Y053	.3 mi.
Kukui Trail: Brushing, tree removal, water diversion, sign installation, re-construction, trail shelter maintenance, herbicide application, composting toilet maintenance.	Diversified Y054	2.5 mi.
Kuilau Trail: grading, brushing, tree removal, water diversion, hardscaping, sign installation, trail shelter repair, herbicide application, bridge and gate repair.	Non-motorized Y053	2.1 mi.
Moalepe Trail: Reconstruction and grading, brushing, tree removal, water diversion, hardscaping, sign installation, gate maintenance, and herbicide application.	Diversified Y054	2.5 mi.
Okolehau Trail: Brushing, tree removal, sign maintenance, herbicide application.	Non-motorized Y053	2.3 mi.
Nounou East and West Trails: Brushing, tree removal, water diversion, sign installation, gate maintenance, fence maintenance.	Non-motorized Y053	3.5 mi.
Kohua Ridge Trail: Brushing, tree removal, water diversion, sign installation	Non-motorized Y053	2.5 mi.
Milolii Vista Trail: Brushing, tree removal, water diversion, sign installation	Diversified Y054	2.5 mi.
Mohihi-Waialae Trail: Brushing, tree removal, water diversion, sign installation	Diversified Y054	2.5 mi.

Waimea Canyon Trail: Brushing, tree removal, water diversion, sign installation	Diversified Y054	2.5 mi.
		Trail Total 55.5 mi.
Wailua Forest Management Road: Grading, brushing, tree removal, water diversion, hardscaping, sign maintenance, excavator rentals, culvert repair, bridge maintenance	Diversified Y054 Y055 Y057	3.0 mi.
Kauhao Ridge Access Road: Grading, brushing, tree removal, water diversion, hardscaping, sign maintenance, herbicide application, gate maintenance	Diversified Y054 Y055 Y057	5.0 mi.
Kaaweiki Ridge Access Road: Grading, brushing, tree removal, water diversion, hardscaping, sign maintenance, herbicide application, gate maintenance	Diversified Y054 Y055 Y057	4.3 mi.
Mohihi-Camp 10 Access Road: Grading, brushing, tree removal, water diversion, hardscaping, sign maintenance, herbicide application, gate maintenance	Diversified Y054 Y055 Y057	6.1 mi.
Polihale Ridge Access Road: Grading, brushing, tree removal, water diversion, hardscaping, sign maintenance, herbicide application, gate maintenance	Diversified Y054 Y055 Y057	5.3 mi.
Makaha Arboretum Access Road: Grading, brushing, tree removal, water diversion, hardscaping, sign maintenance, herbicide application, gate maintenance	Diversified Y054 Y055 Y057	2.5 mi.
Pine Forest Access Road: Grading, brushing, tree removal, water diversion, hardscaping, sign maintenance herbicide application, gate maintenance	Diversified Y054 Y055 Y057	1.3 mi.
Milolii Ridge Access Road: Grading, brushing, tree removal, water diversion, hardscaping, sign maintenance, herbicide application, gate maintenance	Diversified Y054 Y055 Y057	3.8 mi.
		Access Road Total: 31.3 mi.

Hawaii Trail and Access Roads / Management Activity	RTP Classification FMIS Code	Distance
Ala Kahakai Trail: Grading, re-construction, brushing, water diversion, sign installation and maintenance, tree branch removal, helicopter support	Non-motorized YO53	7.7 mi.
Keauhou-Napoopoo Trail: (Memorandum Of Agreement) with private landowner for stewardship) sign installation and maintenance.	Non-motorized YO53	4.0 mi.
Puna Trail: Grading, re-construction brushing, water diversion, sign installation and maintenance, tree branch removal.	Non-motorized YO53	2.5 mi.
Puu Huluhulu Trail: Grading, re-construction, brushing, water diversion, sign installation and maintenance	Non-motorized YO53	0.6 mi.
Puu Oo Horse Trail: Grading, re-construction, brushing, sign installation and maintenance, helicopter support.	Diversified YO54	7.4 mi.
Ainapo Trail: Brushing, tree branch removal, sign installation and maintenance, helicopter support.	Diversified YO54	20.4 mi.
Onomea Trails: Grading, re-construction, brushing, water diversion, sign installation and maintenance	Non-motorized YO53	1.2 mi.
Muliwai Trail: Grading, re-construction, brushing, water diversion, sign installation and maintenance, helicopter support.	Diversified YO54	18.0 mi.
Humuula Trail: Grading, re-construction brushing, water diversion, sign installation and maintenance, tree branch removal	Non-motorized YO53	10.5 mi.

Hawaii Trail and Access Roads / Management Activity	RTP Classification FMIS Code	Distance
Doctor's Pit Trail: Grading, re-construction brushing, water diversion, sign installation and maintenance, tree branch removal.	Non-motorized YO53	0.4 mi.
Kaumana Trail: Brushing, tree branch removal, sign installation and maintenance.	Non-motorized YO53	3.0 mi.
Puakea Bay Trail: Brushing, re-construction, water diversion, sign installation, helicopter support.	Diversified YO54	0.5 mi.
Pololu Trail: Grading, re-construction, brushing, water diversion, sign installation and maintenance.	Diversified YO54	1.0 mi.
		Trail total 77.2 mi.
Mauna Loa Observatory Access Road: Grading, water diversion, brushing, sign installation and maintenance	Diversified YO55-YO57	35.0 mi.
Puu Laau Access Road: Grading, water diversion, sign installation and maintenance.	Diversified YO55-YO57	8.4 mi.
Mauna Kea Access Road: Grading, water diversion, sign installation and maintenance.	Diversified YO55-YO57	32.0 mi.
Ainapo Access Road Grading, water diversion, sign installation and maintenance.	Diversified YO55-YO57	16.0 mi.
		Access road total: 91.4 mi.
Upper Waiakea ATV/Dirtbike Park: Bulldozing, brushing, tree removal, water diversion, hardscaping parking lot and trails, sign installation & maintenance, reconstruction & re-route, equipment purchase & rental, rubbish disposal, portable toilet rental, composting toilet acquisition, picnic site development	Motorized YO56	2,000 acres 28 mi.

Oahu Trail and Access Roads / Management Activity	RTP Classification FMIS Code	Distance
Kuaokala Trail: Grading, brushing, tree removal, water diversion, sign maintenance	Diversified YO54	2.5 mi.
Kealia Trail: Grading, brushing, tree removal, water diversion, sign maintenance, herbicide application	Diversified YO54	2.3 mi.
Kaunala Trail: Grading, brushing, tree removal, water diversion, sign maintenance	Diversified YO54	2.5 mi.
Hauula-Maakua Trails: Grading, brushing, tree removal, water diversion, sign maintenance	Diversified YO54	5.0 mi.
Poamoho Trail: Grading, brushing, tree removal, water diversion, sign maintenance, helicopter support	Non-motorized YO53	3.0 mi.
Schofield-Waikane Trail: Grading, brushing, tree removal, water diversion, sign maintenance, helicopter support	Non-motorized YO53	3.5 mi.
Manana Trail: Grading, brushing, tree removal, water diversion, sign maintenance, herbicide application helicopter support	Diversified YO54	6.0 mi.

Waimano Trails: Grading, brushing, tree removal, water diversion, sign maintenance, helicopter support	Diversified Y054	7.2 mi.
Honolulu Mauka Trail System: Grading, brushing, tree removal, water diversion, hardscaping, boardwalk maintenance and installation, sign maintenance, herbicide application	Non-motorized Y053	15.53 mi.
Maunawili Trails: (Demonstration, Falls and Ditch trails) Grading, brushing, tree removal, water diversion, sign maintenance, herbicide application, helicopter support	Non-motorized Y053	15.00 mi.
Wiliwilinui Trail: Grading, brushing, tree removal, water diversion, sign maintenance, helicopter support	Diversified Y054	3.00 mi.
Hawaiiiloa Ridge Trail: Grading, brushing, tree removal, water diversion, sign maintenance, helicopter support	Diversified Y054	3.5 mi.
Kuliouou Valley and Ridge Trails: Grading, brushing, tree removal, water diversion, sign maintenance, helicopter support	Diversified Y054	3.00 mi.
Kaiwa Ridge Trail: Grading, brushing, hardscaping, sign installation	Non-motorized Y053	1.0 mi.
		Trail Total: 73.03 mi.
Kuaokala & Mokuleia Access Roads: Grading, brushing, tree removal, water diversion, sign maintenance	Diversified Y054-Y055	10.8 mi.
Poamoho Access Road: Grading, brushing, tree removal, hardscaping, water diversion, sign and gate installation, fencing, security camera installation	Diversified, Y054-Y055	2.5 mi.
Kealia Access Road: Grading, brushing, tree removal, water diversion, sign maintenance	Diversified Y054-Y055	1.5 mi.
		Access road total: 14.8 mi.
Kahuku Off Highway Vehicle Park (Hawaii Motorsports Association Revocable Permit – State Land) Access road grading, track grading and re-construction, trail grading and re-construction, rubbish disposal, fencing materials, chemi-toi rental, equipment rental and acquisition	Motorized Y056	500 acres 30.5 mi.
Proposed Sand Island Off Highway Vehicle Park (Sand Island Off Highway Vehicle Association – Lease, State Parks) Special Management Area Permit, environmental assessment, fencing, access road grading, trail grading and construction, rubbish removal, chemi-toi rental, equipment rental	Motorized Y056	30 acres

Maui Trails and Access Roads / Management Activity	RTP Classification FMIS Code	Distance
Hoapili Trail: Brushing, tree removal, sign installation	Non-motorized Y053	5.5 mi.
Skyline Trail: Brushing, tree removal, equipment rental	Diversified Y054	6.8 mi.
Waihee Ridge Trail: Grading, brushing, water diversion, boardwalk installation, herbicide application	Non-motorized Y053	2.5 mi.
Lahaina Pali Trail: Grading, water diversion, sign installation, herbicide and weed wrenching	Diversified Y054	5.5 mi.

Boundary Trail: Grading, brushing, water diversion, tree removal herbicide	Diversified Y054	4.4 mi.
Plum Trail: Grading, brushing, water diversion, tree removal	Diversified Y054	1.7 mi.
Tie Trail: Grading, brushing, water diversion, tree removal	Diversified Y054	0.5 mi.
Polipoli Trail: Grading, brushing, water diversion, sign installation	Diversified Y054	0.6 mi.
Ke Alaloa O Maui: Brushing, tree removal, sign installation	Non-motorized Y053	3.0 mi.
Waiakoa trail: Grading, brushing, water diversion, tree removal	Diversified Y054	7.0 mi.
Waiakoa Loop: Grading, brushing, water diversion, tree removal	Diversified Y054	3.0 mi.
Waihou Spring Trail: Grading, brushing, water diversion, tree removal	Diversified Y054	1.0 mi.
Waiohuli Trail: Grading, brushing, water diversion, tree removal	Diversified Y054	1.4 mi.
Redwood Trail: Grading, brushing, water diversion, tree removal	Diversified Y054	1.7 mi.
Haleakala Ridge Trail: Grading, brushing, water diversion, tree removal	Diversified Y054	1.6 mi.
Mamane Trail: Grading, brushing, water diversion, tree removal	Diversified Y054	1.8 mi.
Waikamoi Ridge Trail: Brushing, hardscaping, boardwalk installation, tree removal, herbicide application	Non-motorized Y053	0.8 mi.
Keanae Arboretum: Brushing, herbicide application, tree removal, sign maintenance	Non-motorized Y053	0.6 mi.
		Trail Total: 49.4
Waipoli Access Road: Grading, brushing, water diversion	Diversified Y054 Y055	Access road total: 8.1

Molokai Trail and Access / Management Activity	RTP Classification FMIS Code	Distance
Maunahui-Makakupaia Access Road: Grading, brushing, water diversion, tree removal	Diversified Y054 Y055	9.8 mi
Kahanui Access Roads: Brushing, tree removal, water diversion	Diversified Y054 Y055	3.3 mi.
		Access road total: 17.3 mi.

Lanai Trails and Access Roads / Management Activity	RTP Classification FMIS Code	Distance
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Hulopoe-Huawai Fisherman Trail: Grading, brushing, water diversion	Non-motorized Y053	Trail total: 2.0 mi.
Federation Camp Access Road: Grading	Diversified Y055 Y057	1.24 mi.
Mahana Access Road: Grading	Diversified Y055 Y057	1.52 mi.
Kahua Access Road: Grading	Diversified Y055 Y057	5.41 mi.
Kuamoo Access Road: Grading	Diversified Y055 Y057	.94 mi.
Lapaiki Access Road: Grading	Diversified Y055 Y057	3.8 mi.
Awalua Access Road: Grading	Diversified Y055 Y057	3.66 mi.
Kaena Access Road: Grading	Diversified Y055 Y057	3.75 mi.
#7 Access Road: Grading	Diversified Y055 Y057	1.6 mi.
#5 Access Road: Grading	Diversified Y055 Y057	1.78 mi.
#3 Access Road: Grading	Diversified Y055 Y057	1.06 mi.
Honopu Access Road: Grading	Diversified Y055 Y057	3.22 mi.
Guard Access Road: Grading	Diversified Y055 Y057	38.2 mi.
Nanahoa Access Road: Grading	Diversified Y055 Y057	1.05 mi.
Paliamono Access Road: Grading	Diversified Y055 Y057	.41 mi.
Naupaka Access Road: Grading	Diversified Y055 Y057	.97 mi.
Keone Access Road: Grading	Diversified Y055 Y057	1.74 mi.
#57 Access Road: Grading	Diversified Y055 Y057	3.42 mi.
Kahue Access Road: Grading	Diversified Y055 Y057	4.15 mi. 77.92 total

Specific Recreational Trail Issues/Projects:

Poamoho Trail Access

The State owned Ewa Forest Reserve on Oahu is under the jurisdiction of DOFAW and contains a public hunting area (Unit C) and the NAH Poamoho Trail. The upper portion of this forest reserve is also under consideration to be incorporated into the Natural Area Reserve System. Public access to get to this trail is subject to permission from Dole Food Company (DFC), the owner of the agricultural lands below the Forest Reserve. For

the past several decades, DFC has allowed vehicular access via an unpaved pineapple access road that traverses the property.

The Oahu Ko'olau Summit Trail complex includes the Poamoho Trail, which was constructed in 1934 by the Civilian Conservation Corps as a result of collaboration between the Territorial Forestry Division and the United States Army in soliciting Congress for critically needed emergency conservation work funds. During this period, trails were constructed in the Ko'olau Mountains of Oahu for the purpose of improving access to remove feral animals and for military defense. Over the ensuing sixty years, the Poamoho Trail became one of the premier recreational hiking trails to the summit of the Ko'olau. The Ewa Forest Reserve is a significant public watershed and access for hunting, as well as recreational hiking. Hunter access to the Forest Reserve is also critical for the control of feral pig populations to maintain the quality of the watershed.

In 2002, DFC installed a gate at the primary entrance to the access road thus restricting all access. This gate was installed because of increasing property and crop damage, theft, dumping of abandoned vehicles, and unauthorized recreational vehicle use on DFC agricultural lands below the public forest reserve. Since the gate's installation, public access has been prohibited. In the ensuing three years, NAH has been negotiating with DFC to restore regulated public hiker and hunter access to the Ewa Forest Reserve via DFC property. A significant impediment has been the lack of consensus on language for a memorandum of understanding (MOU) to delineate methods to provide access, and also indemnify DFC and its affiliates for loss of property and damage claims as a potential result of allowing access.

This issue was partially resolved during the 2005 Legislative Session through Act 175, by amending Chapter 198D, HRS, which expanded upon the indemnification provision to include additional parties other than just the owners of lands, such as affiliates, respective heirs, executors, administrators, representatives, successors, trustees, guardians, assigns, lessees, officers, directors, stockholders, employees, agents, and partners. Act 175 also clarified methods by which the State may compensate owners for loss of property. In November 2005, DFC and DOFAW finally achieved consensus on the MOU and the ancillary access permit. In December 2005, the Board of Land and Natural Resources (Board) approved the MOU. The MOU and access permit (to be administered by DOFAW/NAH) restricts public use to a specific section of the DFC access road that leads to the Ewa Forest Reserve boundary. NAH believes that the conditions of the access permit, the establishment of an access record, and ancillary signage and fencing along the access road will ensure that virtually no property or crop damage, or theft, would occur as a result of the permittees traversing DFC land to reach the state-owned property. Under the terms of the MOU, NAH would incur the associated costs of managing and maintaining the unpaved access road and installing a fence, to ensure the safety of public vehicles crossing the property, and to clearly delineate the permitted access corridor – minimizing liability. The State would indemnify DFC and its affiliates (such as the lessees and employees) from any claims resulting from permitted and regulated use of the access road. Public access is restricted to 20 permits per day and only on weekends and holidays. Act 175 has also authorized DLNR to pay up to \$10,000 per fiscal year for documented loss that is attributable to the permittees using the access road.

A critical method to allow for NAH management and regulatory authority is to include the portion of the access road on DFC property under the jurisdiction of NAH. This designation is subject to the terms of the MOA. Section 13-130-13, Hawaii Administrative Rules, allows the Board to designate trails and access as part of NAH, which has been accomplished. The requirements of this MOA represent a future obligation to reimburse DFC and lessees for vandalism, crop theft and other damages attributed to public access. However uncertain this may be, it represents a tenable solution to restore public access to the Poamoho Trail and Ewa Forest Reserve. During 2006, Oahu NAH staff has been assembling funds from various other DOFAW programs that have an interest in establishing this access route and initiating the improvements necessary to manage and contain public vehicular access as delineated in the terms of the MOU. Significant access roads improvement, over a mile of fencing and signage is currently being installed prior to the management of the access road for public use via a permit process. It is anticipated that the access road and trail will be open in early 2007.

Off Highway Vehicle (OHV) Management, Oahu and Hawaii

National recreation statistics indicate that use of personal thrill-craft (snowmobiles, jet skis, All-Terrain Vehicle(ATV) and off-highway motorcycles) is the fastest growing form of outdoor recreational activity. In Hawaii, there has been a steady increase in the use of OHVs (four wheel ATVs and off-road motorcycles) on both public and private land. Unlike many mainland states, the various county Department of Motor Vehicles do not license or register OHVs, therefore numbers of users or potential growth is difficult to quantify. In addition to public safety issues, there are issues associated with trespass on private land and unauthorized use on land under DLNR's jurisdiction. Frequent use on land not managed for this activity can result in severe erosion and related resource management issues. Use of OHVs near urban population centers creates a nuisance issue due to the associated sound of the vehicles.

BACKGROUND: In the 1970's, DOFAW recognized the need on Oahu for the development of an authorized area for motorcycles due to increasing unauthorized motorcycle use on hiking trails. DOFAW facilitated the establishment of an OHV riding area with the non-profit organization Hawaii Motorsports on unencumbered state lands in Kahuku. The areas are approximately 500 acres and contain over 30 miles of OHV trails. OHV use on these lands is authorized through a revocable permit issued by DLNR's Land Division for the operations, management and use of the Kahuku Motocross Park (KMP) – subject to a master lease with the Military. As such, use of the very popular KMP is limited to only weekends and state and federal holidays.

There continues an increasing OHV use on Oahu, and isolated issues of public resource damage that require intervening enforcement and restrictions – such as at Kaena Point. There is also growing trespass issues on private land creating liability and public safety concerns. NAH was approached by a group of Oahu OHV riders in 2005, expressing an interest in an unused, 30 acre portion of Sand Island State Park. Due to its location adjacent land-use comprised of light industrial activity, and being directly under the flight path of Honolulu International Airport, NAH staff agreed that both environmentally and socially this area would be well suited for OHV use. Dialogue was initiated between NAH and DLNR's Division of State Parks (State Parks), which resulted in the strategy to

approach various community representatives and elected officials who represent the area to discuss the project and determine if there would be any associated community concerns. Response has been positive and supportive.

DLNR, through NAH, receives the RTP Funds via the Federal Highways Administration. A percentage must be applied towards motorized recreation. In collaboration with State Parks and the non-profit organization: the Sand Island Off-Highway Vehicle Association (SIOHVA), NAH plans to cost share and coordinate the establishing a lease agreement for an OHV project on an unused, 30 acre portion of Sand Island State Park. SIOHVA will prepare both the Special Management Area (SMA) permit application and an environmental assessment (EA) for submission by DOFAW to the City and the Department of Health's Office of Environmental Quality Control, respectively. Upon approval of these permits, State Parks/NAH will return to the Board with a lease agreement for review and approval.

The subject land would remain under the jurisdiction of State Parks, and would be a new and ancillary use of a portion of Sand Island State Park. A two year lease would be issued to SIOHVA, providing them with the authority, in consultation and collaboration with State Parks and NAH, to design, construct, and manage a series of public trails and riding areas specifically designed for off-highway motorcycles, all terrain vehicles and four-wheel drive trucks. NAH would contribute federal RTP grant money that is allocated for OHV use to cover a portion of the expenses associated with design and construction. SIOHVA will contribute the 20 per cent match with in-kind services and donated equipment. The Board approved this project in concept September 8, 2006. Upon approval of the SMA and EA process, the lease will be submitted to the Board for review and approval. This is a unique pilot project with a collaborate effort between the SIOHV, State Parks and NAH.

Due to increasing interest from Big Island OHV enthusiast requesting an authorized area to ride, NAH collaborated with a Big Island OHV club in 2004 to establish an OHV riding area in the Upper Waiakea Forest Reserve. This is a planted forest that will be subject to future timber harvest. Using the existing grid line/harvest access routes created when the trees were planted, NAH and OHV riders mapped out and then cleared grid lines to establish the OHV trail. The trail is an irregular loop for ATVs and off-road motorcycles. While short compared to national mileage for OHV areas, it provides 22 miles of authorized OHV use on public land where none existed before. NAH and OHV users also coordinated with the local pig hunters who also use the area, in order to minimize potential conflict between the two user groups. This project was the subject of national recognition, with NAH Hawaii Trail Specialist, Irv Kawashima, receiving an award in June of 2006 from the Coalition of Recreational Trails in Washington D.C for the design of this OHV riding area. Future plans include the establishment of a camping area and comfort stations, and coordinating with the private company that will conduct the timber harvest via the grid line access routes.

Ohai Trail Development, Maui

Since the turn of the century, the Kahakuloa area on Maui has been used for cattle grazing by local family ranchers. The area was designated as territorial pasture during a period of drought in 1952. After nearly 40 years of grazing, cattle were formally removed from the area in 1991. Today, this old pasture's rolling topography provides an outstanding platform for scenic and interpretive recreational opportunities. As of 1989 this area became part of the Kahakuloa Game Management Area (GMA), although hunting is not allowed below (or makai of) the road.

A proposal was made to the DOFAW's Maui District to create a shoreline area trail along the cliff side in the fall of 1999. The idea started as a request by a local commercial tour operator to create an additional trail tour opportunity in the Kahakuloa-Nakalele area.

Members of the NAH Maui Advisory Council visited the area with DOFAW in October of 1999. While inspecting the shoreward area above the cliffs, a series of 52 *Sesbania tomentosa* (Ohai) plants, officially listed by the United States Fish and Wildlife Service as threatened and endangered (T&E), were discovered. The number of plants found effectively doubled the known population of the species along the north shore of West Maui. Since the discovery of the Ohai, several other native plant species have been found. A fence enclosure was designed and built to protect the highest concentrations of the plants from trampling by visitors and occasional wanderings by derelict cattle. Construction was completed in February 2001 with the use of volunteer labor and donated materials.

Discovery of Ohai prompted a shift in the original concept and theme of the proposed trail to incorporate the native plant elements; the simple shoreline cliff trail theme with scenic and minor land forms interpretive capacities would be significantly enriched by adding information focusing on the Shoreline Cliff Plant Habitat.

DOFAW with consultation with DLNR's Historic Preservation Division, preformed a preliminary archaeological and botanical survey in November of 1999. A draft EA for the project was published in December 2001. Based on comments received on the draft EA and subsequent discussions about the planned trail, NAH plans to enhance the trailhead area to include a scenic overlook, guardrails, and a picnic table. A permanent rampway from the parking area to the scenic overlook/picnic area will be constructed to improve access for disabled visitors to the trailhead. There is a DLNR CIP request in the 2007-08 budget for this project. NAH intends to work with the Department of Transportation to pave the shoulder adjacent to the roadway to provide safer parking. In addition, NAH plans to re-route the trail corridor from that initially proposed. Changes to the routing include the following: (1) Elimination of the eastern trailhead at the edge of Alapapa Gulch, (2) Ending the trail before the fenced Ohai enclosure, and (3) Adding benches along the trail for visitors to enjoy the scenery. These changes are in response to comments expressing concern about hikers walking along the roadway and about potential harm to the endangered Ohai.

From its planned western trail head at Kahekili Highway (#30) near the GMA at Poelua, the Trail runs nearly about ½ mile eastward above Poelua Bay, traversing a rolling terrain of windswept promontories covered with pasture grasses, native and nonnative shrubs of Papanalaho Point. The Trail stops at an overlook, and in its initial phase, will be an out-and-back trail, so that visitors return to the trailhead along the same route. A potential extension of the Trail would run upslope through a complex of native grasses, shrubs and sedges and then turn westward, returning to the trailhead along a pathway adjacent to Kahekili Highway. The return path will be shielded from the Highway by existing vegetation. Whether this trail extension is constructed or not will depend upon usage of the out-and-back trail, and user interest in a longer trail that provides a different hiking experience. Minor changes to the trail route may occur as needed based on the terrain and vegetation to protect the natural resources and to enhance public safety and enjoyment of the Trail.

The Ohai Trail is intended as a scenic and interpretive trail focusing on the local geomorphology and native plant resources of the area. Intended to be no more than a footpath for novice to medium-level experienced hikers, the Trail offers an excellent educational and recreational opportunity for daytime recreational use only. All wheeled vehicles, horseback riding, and other non-pedestrian uses will be prohibited as will overnight camping on or along the Trail. It is anticipated that the trail overlook and parking improvements, pending funding will be completed in 2008.

4. ANCIENT AND HISTORIC TRAILS

(Ala Loa: Long trail, Ala Aupuni: Government trail)

Inventorying, Abstracting and Evaluation

Section 198D-3, HRS, requires that an inventory of trails and accesses shall be established, maintained, and amended as required. Abstracts of ancient and historic trails, non-vehicular old government roads, and old cart roads, constitute virtually all of the inventory work currently being conducted and are specifically associated with trails and non-vehicular roads that are subject to the Highways Act of 1892. Section 264-1, HRS, subsumed the Highways Act of 1892 and contains the following provision:

“(b) All trails, and other non-vehicular rights-of-way in the State declared to be public rights-of-way by the Highways Act of 1892, or opened, laid out, or built by the government or otherwise created or vested as non-vehicular rights-of-way at any time thereafter, or in the future, are declared to be public trails. A public trail is under the jurisdiction of the State Board of Land and Natural Resources (BLNR) unless it was created by or dedicated to a particular county, in which case it shall be under the jurisdiction of that county.”

The Abstract Section of NAH provides technical support in locating and determining governmental jurisdiction to historic roads and ancient trails throughout the State. Abstracts of title are accomplished through historical research of documents, maps and other media together and then are then subject to Section 264-1, HRS. Conducting abstracts are dictated by development actions that trigger regulation such as Conservation

District Use applications or county subdivision applications. Discussion and evaluation among pertinent island advisory councils and NAH results in specific requests for abstract information, and plays an integral role in determining current and future options for developing and restoring trails and non-vehicular access roads.

NAH has identified several differing historic trail scenarios and potential responses to address the State's interest in the application of Section 264-1, HRS. These scenarios are further affected by Chapters 6E, 171, 264, and 198D, HRS. Historic trail scenarios require coordination and agreement on procedure among DOFAW, DLNR's Land and the Historic Preservation Division and affected private landowners - since these features traverse private property. The determination of title is subject to litigation if the affected landowner disputes the findings of the Abstractor. Ultimately, litigation is the only definitive method to determine ownership if there is a dispute.

The NAH Abstract Section also assists the Department of the Attorney General (AG) in identifying possible interest the State may claim in roads and/or trails situate within the boundaries of lands that are the subject of quiet title actions (QTA) or Land Court applications. If ownership is confirmed, public access via these road or trail features bounded by private land is documented. Affirmation of ownership provides future options for recreational development and/or access.

The following table provides a statewide breakdown of NAH abstract of title requests that have been initiated since 1992. Hawaii has the most significant need for abstract data due to the abundance of historic trail features and development trends.

ABSTRACT LOCATION	FY05-06	TO DATE	STATE OWNED	PUBLIC ACCESS	OTHER OWNERSHIP
Kauai	0	23	8	9	6
Oahu	2	20	5	4	11
Maui	4	52	22	18	12
Hawaii	7	164	91	19	54
TOTAL	13	259	126	50	83

Specific Historic Trail Issues/Projects:

Ala Kahakai National Historic Trail

In 1992, Senator Daniel Akaka introduced legislation that authorized the National Park Service (NPS) to conduct a feasibility study to determine if a conceptual trail (Ala Kahakai) comprised of ancient and historic trails (ala loa) along the shoreline of the Big Island would qualify to be included in the National Historic Trail System. NPS determined it did, and Congress subsequently approved the designation. In November of

2000, President Bill Clinton approved the designation. A percentage of the final alignment will be based on NAH abstracts concluding that specific sections of ala loa are owned by the State.

Subsequently, NPS has conducted community meetings to collect public input on a draft management prescriptions and alternative (DMPA) related to implementing Ala Kahakai. However, throughout this process, there has been considerable ambiguity as to the role of NPS in relationship to the State and the County of Hawaii in the long-term management of Ala Kahakai. NAH comments to the DMPA and during numerous discussions with NPS has consistently indicated the need for a written agreement between NPS, DLNR and the County of Hawaii on clarifying the roles of the respective agencies relating to jurisdiction and tasks related to the establishment and management of Ala Kahakai.

A MOA between NPS, DLNR and the County of Hawaii is still in draft form and pending approval. The draft MOA is undergoing internal NPS review to ensure that statutory and administrative rule references are correct and that the associated tasking is acceptable. A potential concern is that NPS, based on mainland models for National Historic Trails, will not be the active managers, but rely on DLNR. DLNR's goal is to insure that NPS will assume management, or insure that sufficient federal funds are allocated to DLNR should management become a shared responsibility.

Kaloko – “Road to the Sea” Hawaii

NAH is interested in preserving and managing a remnant portion of the historic ala loa, known as the “Road to Sea Coast” Historically, this feature was aligned mauka/makai, through the ahupua'a of Kaloko connecting the Kohanaiki uplands to the Kaloko shoreline. Current land tenure and land use has eliminated the potential to restore the trail for public use in its entirety, but through several parcels, respectively zoned: Residential, Commercial, Apartment and Agriculture, there is an opportunity to preserve what is left of this significant historic trail and develop a method to ensure the public's ability to travel and experience the trail in perpetuity. In locations destroyed by land use, particularly in locations comprised of commercial light industrial activity, NAH is exploring the feasibility of creating an approximate alignment via existing roadways that would provide for pedestrian travel to the Kaloko National Park and a linkage to the proposed Ala Kahakai National Historic Trail.

Pursuant to an abstract of title performed by NAH that was based on available evidence pursuant to the Highways Act of 1892, authorized under Section 264-1, HRS, the State of Hawaii claims a fee simple interest in the “Trail to Sea Coast”. While the claim is legally sound, there has also been discussion between DLNR and the land owner in Tax Map Key (TMK) **7-3-09-32** relating to either functional realignment or a quitclaim of interest in exchange for an easement in another location. While the Trail did not meet the criteria for preservation status as determined by the Historic Preservation Division, the Hawaii NAH Advisory Council and respective NAH staff have determined there is considerable community interest to preserve the Trail in place, and are interested adding this trail to the NAH program for management and public use. The owner/developer is currently considering requesting easements across the Trail to allow for the continuation of the subdivision and affordable housing project.

This Trail and the adjacent property owner's subdivision project raises the challenge of balancing the preservation of a historic trail alignment that had fallen into disuse – but has been identified by the community as significant and worth protecting, with the property owner's desire to create a subdivision with an affordable housing component. Due to the topography of the subject parcel, there are grading issues that must be considered in order to allow for the co-existence of both the housing project and the historic trail. This feature is still under negotiation and discussion between the landowner the state, county and community stakeholders.

Moloa'a Bay Trail, Kauai

A 1878 map delineates the approximate location of a shoreline ala loa. The feature qualifies as being subject to the Highways Act of 1892 and is a government trail. However, in 1932 the Territorial Commission of Public Land (CPL) quitclaimed the government's interest in this coastal trail to an adjacent landowner in TMK 4-9-11-1, but not in the following parcels: 4-9-11-23 and 24; 4-9-11-22 and 5-1-3-3.

The CPL recognized the Trail as important to the public for limo kohu gathering and fishing, and accepted and reserved the right to re-designate the Trail in the future – along or near the high water mark of the shoreline. This means a re-designated trail may legally migrate mauka over time. DLNR is the successor in interest of the CPL. DLNR- through NAH, is interested in establishing the re-designated trail as an easement, either dedicated to the State or county. The landowner is very interested in eliminating ambiguity associated with title and the location of public access status. Both the county and state land-use approvals are pending the resolution of this dedication of the easement and access determination.

There is an existing shoreline trail the community has been using informally that is acceptable for dedication as easement for perpetual public access, but there was no legal dimension in the abstract data related to dimension describing the width of the trail. For historic ala loa, it is NAH's policy to prescribe a width of 10 feet in the absence of any other data indicating trail dimension. The landowner has surveyed this as a 10-foot wide alignment along the shoreline to the end of his property.

Due to limited staffing and resources, both the State and County are reluctant to take on the easement dedication. NAH is still interested in having the Trail become part of the Program Na Ala Hele, but would then have the additional management responsibility to maintain the feature, which includes resolving what could become a significant parking issue due to the limitation of available land. Community members and the Kauai Chapter of the Sierra Club (KSC) are strongly advocating the preservation of access. NAH would consider a cooperative agreement with KSC for trail maintenance via volunteers should this trail be included into the Program.

A limiting condition is that until the legal status of the remaining portion of the Trail is adjudicated or negotiated in the adjacent parcels, public access would stop at the property boundary –if the next owner is adverse to public access at that location.

It is NAH's opinion that if it were not for the covenant imposed on the parcel by the CPL – this would strictly be a County lateral shoreline access issue.

5. COMMERCIAL TRAIL TOUR ACTIVITY (CTTA)

Act 106, SLH 1997, allows for user fees from commercial use of NAH trails and access routes to be deposited into the Special Land and Development Fund. This provision affords the opportunity to defray the costs to NAH in the management, trail maintenance, and regulating and monitoring of commercial trail tour operations. There is consensus between DLNR and the private sector that it is in the commercial trail tour industry's best interest to protect trails and access roads used by the tour industry through intervening regulation. Regulation via a permit is codified in Chapter 13-130, Hawaii Administrative Rules (HAR), for NAH.

A significant component is the method by which the commercial tour vendors reserve and utilize a limited number of commercial patron slots per trail and access road. This has been accomplished in a manner that meets the needs of the tour industry and minimizes NAH staff time spent in managing the process. A permitting and Internet scheduling method is in place to ensure that commercial activities by multiple vendors do not exceed the daily capacities and/or number of groups established for CTTA trails and roads. The reservation system records the reservation, date, and calculates the fee. Glitches to the website must be responded to immediately, since permitted operators cannot make reservations if the site is down.

The fees have not changed since the CTTA Program's inception in 1999 and are assessed per unit and based upon the potential trail impact of the mode of transport:

Hike	Bike & Horse	Motorcycle	4WD (5)	4WD (8)	4WD (12)	4WD (15)
\$5.00	\$7.00	\$10.00	\$25.00	\$50.00	\$75.00	\$100.00

Payments are required after reservations are made, and vendors receive monthly invoices for the total amount of patron slots reserved, less any cancellations due to inclement weather. NAH has determined that inclement weather, such as high precipitation, may reduce public safety and increase trail or access road impact. Therefore, the operators are encouraged, through a waiving or the fee when paying the invoice, not to use the feature during inclement weather.

Revenue

FY06, net revenue (20 per cent of the total gross revenue is allocated to the Office of Hawaiian Affairs) from commercial fees was @ **\$114,404**. There are 43 authorized commercial trail tour operators permitted by NAH. For a complete list of current CTTA operators, visit www.hawaiitrails.org.

Revenue	FY01	FY02	FY03	FY04	FY05	FY06
Kauai	\$27,800	\$36,145	\$33,232	\$11,114	\$ 34,273	\$ 37,332
Oahu	\$ 3,240	\$ 2,154	\$ 6,119	\$18,884	\$ 37,442	\$ 38,356
Maui	\$ 6,116	\$ 3,436	\$ 640	\$ 336	\$ 1,644	\$ 1,348
Hawaii	\$ 2,212	\$ 4,028	\$25,752	\$10,172	\$ 38,723	\$ 37,368
Total	\$39,368	\$45,763	\$65,743	\$40,506	\$112,082	\$114,404

FY05/06 CTTA Patronage

FY05/06 CTTA Patrons	OAHU	KAUAI	HAWAII	MAUI	TOTAL
Hikers	9,029	382	1,736	353	11,500
4 Wheel Drive Passengers	0	5,136	628	0	5,764
Equestrian Riders	0	791	0	0	791
Motorcycle Riders	0	64	0	0	64
Mountain Bike Riders	9	0	0	0	9
Totals	9,038	6,373	2,364	353	18,128